

3 DEC 1957

MEMORANDUM FOR: Deputy Director/Intelligence

ATTENTION: Assistant to ID/I (NSC)

SUBJECT: Comments on NSC 5726, US Civil Aviation Policy toward the Sino-Soviet Bloc, 22 November 1957.

1. The current total size of the Soviet civil air fleet, as described in paragraph 5 (page 2), although apparently based on the same information as used in the CBR estimate provided on 29 October 1957, included aircraft other than those assigned to the Soviet civil air fleet.

2. Our major disagreement with the subject paper concerns estimates of projected production through 1961. We feel that it is misleading to include military transport in these estimates, as detailed in Table 3 of Annex B. Because CBR attempted only to estimate cumulative production of Soviet civil transports, our projected figures for the production of the COOT and CAT are much lower than those in the table, since these two types are best suited for domestic and military use. We concur that the CAMEL may soon reach total production of 70 with no further increase, and that the estimated future production for the COOKER is of the right magnitude. However, we feel that the BOSSIYA will be the most effective plane for international air transport, and this is reflected in our considerably higher estimate for future production. Furthermore, it would seem logical that the Soviets would develop a heavy four-jet air transport to compete with Western heavy jet types. Nevertheless, we feel confident that the Soviets have the capability for producing the number of transports indicated in Table 3 of Annex B without jeopardizing the future production of Soviet long-range military aircraft estimated in the main text of the recent NIS.

3. It has recently been reported that Czechoslovakia has received the first of three TU-104 aircraft from the USSR. The second was to arrive on 25 November and the third before the end of 1957.

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